

REPORT

## CD NO.

SUPPLEMENT TO  
REPORT NO. 1

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CLASSIFICATION

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Rostock Harbor1. General Indication:a. Location:

Rostock is located in 54°06'N/12°08'E, on the left bank of and 6 1/2 miles from the mouth of the Warnow River, which is called Unterwarnow (Lower Warnow) between Rostock and its mouth. All surrounding communities, including Warnemuende, were incorporated into Rostock in the late 1940s. Prior to World War II, Rostock was the largest port of Land Mecklenburg, and was called "Seestadt Rostock" (Seaport Town of Rostock) to underline this claim. Nevertheless, it never was of any importance as a maritime town, whose influence extended far into the interior of the country. As to traffic volume, Rostock at present is the second East German port after Wismar, while the average volume of incoming and outgoing vessels, calling at Rostock is twice that of the vessels visiting Wismar.

Average tonnage: Rostock 1,896 GRT  
Wismar 885 GRT

Rostock allegedly has a population of 130,000 inhabitants.

b. Turnover:

Principal export goods of Rostock harbor include coal (briquettes), sugar, and cement, while the principal import goods are metals and ores, foodstuffs and fertilizers, apart from a large quantity of mixed cargo.

c. Statistics:

	Empty		Laden		Total	
	Number	GRT	Number	GRT	Number	GRT
Outgoing	285	200,580	283	309,244	568	509,824
Incoming	219	216,994	350	286,166	569	503,160

d. Labor conditions:

Loading and unloading service in Rostock is in the hands of the Deutrans firm. Sufficient labor force is available.

2. Nautical Information:

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a. Approaches:

The narrow fairway of the Lower Warnow River stretches from the turning basin almost exactly in a north-south direction as far off as Marienehe. At this point a fairway branches off to the fishing combine. Other secondary channels lead to the slaughter house, the oil harbor, the Bramow power station and the shipyards. Before reaching Marienehe, the course of the channel gradually bends toward the east and, on reaching the eastern sector of the town, eventually turns toward the east. The fairway has a minimum depth of 6 meters. The width of the

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dredged channel nowhere exceeds 40 meters. East of the fairway, between the south spit of the Kleiner Pagenwerder islet and buoy G4, is the Bretling, a lake-like and in most places a shallow body of water, which is navigated only by fishermen and water sportsmen (yachtsmen, carsmen, canoeists) having good local knowledge.

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b. Anchorage:

Anchoring in the Warnow River is prohibited.

c. Tides, Currents, Ice conditions:

No changes of tides were observed in the Lower Warnow River. The current between Rostock and Warnemuende is not very strong as a rule, as no large quantities of water have to be carried away from the upper reaches of the river, the backwater at the Muehlendam lock and the width of the Breitling having a compensating effect.

Between Rostock and Warnemuende the Warnow River freezes over much more quickly than at the mouth of the river; although entirely ice-free winters hardly ever are experienced, the navigable channel can be kept open by icebreakers in most cases. The formation of ice generally begins at about New Years Day (compact ice in December at the earliest). As a rule, the ice disappears in mid-February, in exceptional cases also as early as January or as late as March.

d. Pilot service:

Vessels over 50 GRT must take a pilot.

3. Harbor Installations:

The harbor of Rostock is formed by the Warnow River. All harbor installations are located on the left bank of the river and originated from the former installation located in front of the former town walls. The fuel and mineral oil harbor is separately located downstream near the Bramow railroad station opposite the Gehlsdorf shipyard and the fishing combine near Marienehe (for details, see under f).

a. Quays:

The quay installations extend downstream from the elevator area to the Neptun-Werft. The total quayage, excluding the elevator area, extends for 1,710 meters, while the quayage of the elevator area is 470 meters long. Details on the berths, sheds, storage yards, elevators and cranes, are shown in the numerical tables Nos 1 through 7. Pictures Nos 1, 2 and 3 give an idea of the aspect of the harbor.

(For the railtracks, see Annex 2, plan of Rostock harbor).

b. Bridges and Locks:

Traffic from seaward to Rostock is nowhere hindered by bridges or locks. Petri Bridge, located at the easternmost corner of the harbor, practically constitutes its border on the upper reaches of the Warnow River, although it is a bascule bridge with a vertical clearance

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of 4.16 and a horizontal clearance of 14.0 meters, and therefore theoretically permits passage as far as the lock. The actual separation line between the Lower and the Upper Warnow River is formed by the Muehlendam lock which establishes the communication with the Upper Warnow for inland water vessels. The respective dimensions of the lock, length by interior width by depth, are 51.5 by 6.6 by 2.7 meters.

c. Shipyards:

The Neptun-Werft and the Gehlsdorf shipyard incorporated into it will be dealt with separately.

d. Transport facilities:

(For cranes and conveyor belts, see numerical data sub a.)

Road vehicles: Road vehicles for harbor service include trucks, electric carts, some sedans and trailers, etc.

e. Ships and service boats:

Ships and service boats available in 1952 included

4 steam-powered tugboats of 160, 120, 60 and 48hp respectively  
2 diesel-powered launches  
21 barges of different sizes.

In addition, the vessels of the waterway administration stationed in the Rostock harbor district which, however, can be used elsewhere in the Baltic Sea, and some privately-owned vessels are available.

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f. The Marienehe Fishing Combine:

The premises of the fishing combine are located on the west bank of the Warnow River downstream from Rostock in 54°6.8'N and 12°5.2'E, on the site of the former Heinkel-Werk between the Warnow River and the Rostock-Warnemuende railroad line. Construction work on the new installations started in 1950; the former Heinkel-Werk had been destroyed or entirely dismantled. The Marienehe fishing combine is one of the state-owned East German fishing and fish-processing plants (for catches landed from drifters and trawlers).

About 600 workers are employed ashore. The leading personnel has frequently changed for the reasons observed in all leading economic circles in East German, as a result of the fact that party membership and toe-the-line reliability are considered more important than expert professional knowledge. The result is that such persons will necessarily fail sooner or later because of the exaggerated demands in the political and propaganda field. The fishing fleet of the Combine consists of 35 drifters, [REDACTED] and 6 trawlers [REDACTED]. Another three to six trawlers have been ordered and are under construction. 25X1

The drifters are of the type developed for use in the Baltic Sea, and were built by the Volkswerft Stralsund (Stralsund People's Shipyard) or by the Neptun-Werft in Rostock. Seven or eight drifters have riveted hulls, while the others were welded.

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## Main data of the drifters:

Length over all	L.O.A.	- 38.5	meters
Length between perpendiculars	L.B.P.	- 34.7	"
Molded beam	M.B.	- 7.2	"
Molded depth (at half length)	M.D.	- 3.5	"
Designed draft	D.	- 2.9	"
Maximum draft aft	D max aft	- 3.4	"
Engine power		- 300 EHP	
Engine make	Buckau-Wolff		
Designed displacement	D.D.	- about 400 tons	
Gross tonnage	GT	- 280 GRT	
Speed		- 9.4 knots	

Crew: Master 2 mates, 2 engineers, 2 assistant engineers, 1 cook, 1 radio operator, 1 apprentice and 5 fishermen.

The vessels are equipped with radio telegraphy, echo sounder, some of them with an echograph (depth recorder) and an 80-Watt transmit/receive equipment for radio messages.

The trawlers, all built in East Germany, were constructed either by the Volkswerft Stralsund or by the Neptun-Werft in Rostock.

## Main data of the trawlers:

Length over all	L.O.A.	- 58.7	meters
Length between perpendiculars	L.B.P.	- 52.0	"
Molded beam	M.B.	- 9.0	"
Molded depth	M.D.	- 5.0	"
Designed draft	D	- 4.0	"
Designed displacement	des.		
	Displ.	- about 1,000 tons	

Three drifters form a "brigade". The "Brigadier" (the politically and professionally responsible leader of the brigade) is stationed on one of the three vessels. While maintaining contact by radio telephony the brigades fish independently. The order to put back to harbor is given exclusively by the brigadier. A trained first-aid man is embarked on each of the two drifters "Geschwister School" and another drifter. In ordinary circumstances these two drifters participate in the fishing operations breaking them off, however, as soon as medical assistance is required.

The shipyards available in Rostock, Stralsund, Wismar and Gehlsdorf are used as general overhaul and repair yards for these vessels. The annual periodical repair has been fixed at four weeks, but until now, has been actually exceeded in each case.

The harbor installations consist of a berthing basin cut from the Warnow River into the land by dredging. It extends for about 300 meters from the river bank into the land and is about 200 meters wide (see Annex 3). It allegedly is 8 meters deep, and in a place near the seaward end of the north quay is a flat, only 3.6 meters deep, where mooring is prohibited.

The quays are constructed of wooden piles with a concrete surface about 10 meters wide. A mobile slewing 5-ton portal crane (made by the Leipzig firm of Bleichert) is located on the south quay. It was erected in 1954

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The combine has good connections with the Rostock-Warnemuende railroad line, the street car lines and the street network. The fishing vessels land their catches straight into the fish storing sheds by means of conveyor belts alongside the north quay immediately after their arrival. The fish are packed into wooden cases and subsequently shipped. No salt fish is prepared there, since the summer of 1954. Rotten fish is processed into fish meal in a plant which was only recently completed. Ice is supplied by the ice-making plant located on the north quay.

The construction of a second harbor basin for landing catches from trawlers allegedly is planned to be carried out north of the already existing one. For the location and purpose of the buildings see Annex 3.

Picture 4 gives a view from the fishing harbor looking up river

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#### 4. Connection with the Interior of the Country:

##### a. Railroad:

Rostock is linked with the interior of the country by single track railroad lines running in all main directions. The stretch linking it with Warnemuende, on which one of the two tracks had been removed by the Soviets, as on all other lines in East Germany, has meanwhile been reconstructed as a double track line as far as Bramow.

##### b. Road connections:

Road connections with the interior issuing from Rostock are bad.

Former Reichstrassen (national roads) running from Rostock in various directions are

Reichstrasse 100	running to	Demmin in an easterly direction
" 103	"	Guestrow in a southeasterly direction
" 104	"	Warnemuende in a northwesterly direction
" 105	"	Stralsund in a northeasterly direction

All other country roads leaving Rostock can be considered only as sections of the local Mecklenburg road system.

##### c. Inland waterways:

The upper reaches of the Warnow River with the Nebel River are the only inland waterway connection linking Rostock with the interior of the country.

Stretch	Location	Length in km	Width of bed (m)	Scheduled depth in m
Lower Warnow and lock canal	Petri bridge-	1.0	25	3.0
	Muehlendamm Lock (Rostock)- Buetzow harbor	1.0	canal width	3.0
Warnow River	Muehlendamm	37.6	14	2.0
	Lock (Rostock)- Buetzow harbor	37.6		2.0
Nebel River	Buetzow-Guestrow harbor	15.4	10	1.5
		15.4		1.5

- Just downstream from Guestrow the Nebel River is very silty.

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This waterway gives access only to rural districts and is of very little importance as a link with Rostock for the carriage of supplies.

d. Air Traffic:

Rostock is not an air traffic center.

5. Transshipment figures:

The 1951 transshipment figures were:

258,448 tons of incoming goods  
843,978 tons of outgoing goods

Total 1,102,426 tons

Breaking down as follows:

Kinds of goods	Annual turnover	
	outgoing	incoming
Briquettes	469,771 tons	
Mixed cargo	332,322 "	87,647 tons
Grain	20,098 "	
Sugar	5,778 "	
Onions	5,409 "	
Building materials	5,302 "	5,016 "
Methylated alcohol	5,071 "	
Motor vehicles	997 "	42 "
Foodstuffs	249 "	7,429 "
Paraffin	2,981 "	
Total (outgoing)	847,978 tons	
Metals and ores		63,552 "
Grain		70,827 "
Fertilizers		5,070 "
Crude rubber		4,922 "
Felspar		3,273 "
Cellulose and paper		2,858 "
Soda		2,602 "
Cotton		2,301 "
Oil seed (colza)		600 "
Fish meal		527 "
Naphtaline		391 "
Lumber		255 "
Total (incoming)		258,442 tons

6. Supplying Facilities:

a. Oil fuel:

An oil fuel tank installation is located <sup>just</sup> upstream from the fishing combine near the Rostock-Bramow railroad station. For a layout sketch, see Annex 3. The tank installation is visible in the center of picture No 4.

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b. Coal is obtainable at the coal wharf.

c. Water can be tapped from the hydrants of the municipal water mains.

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7. Protection, Safety Measures and Regulations.

The harbor is surrounded by a wire fence with watchtowers running along the two streets of "Warnow Ufer" (Warnow promenade) and "Am Strande" (Beach Street). For details see plan (Annex 2).

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b. Police:

A sea-border police command is garrisoned in Rostock; no floating units, however, are stationed there.

Police headquarters I, including the criminal police section, and the administration section are accommodated on Massmannstrasse.

Police headquarters II is accommodated on "Patriotischer Weg".

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8. Armed Forces.

a. Navy:

aa. German Sea Police:

No floating forces are stationed in Rostock. The only shore-based unit in Rostock is the sea police headquarters.

ab. Soviet Navy:

While no floating forces of the Soviet Navy are stationed in Rostock, the Neptun-Werft is employed for the overhaul of and repair work to Soviet vessels, in particular ex-German booty ships. No shore-based Soviet naval units are stationed in Rostock, but an administration office of the Soviet Navy is quartered in Rostock-Bramow.

b. Air Force:

No Soviet or East German air force units are stationed in Rostock.

c. Army:

ca. East German garrisoned police:

An infantry regiment of the garrisoned people's police and a staff unit of the reserve border police are stationed in Rostock.

cb. Soviet army unit:

A Soviet anti-tank brigade is stationed in Rostock.

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9. Summary Comment:

Rostock harbor is an important East German port of entry. Although it is located at some distance from the sea, it is easily accessible to medium-size vessels at any time. However, efforts made with a view to deepen the channel to over 6.5 and 7 meters

which demanded heavy expenditure for the relatively narrow fairway, will hardly be successful in the long run, even in the case of still heavier expenditure. It is therefore hardly probable that Rostock will ever become the terminal port for comparatively heavy overseas traffic with ships of 6,000 dwt and over, as official propaganda emphasized again and again. In addition, it must be noted that the maintenance of the harbor and its approaches is relatively expensive because of the constant dredging operations, that the distance from seaward to the harbor is rather long, and that the harbor of Rostock in its present shape cannot be expanded.

It even seems impossible to expand the shore installations because they are located just under the walls of the town.

Any projects providing a large-scale planning near Schmarl (about 4.5 kilometers downstream from the Neptun-Werft) will not practically be possible because of the financial situation of East Germany and of the impossibility of building up an efficient export industry in East Germany.

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Legend to Rostock Harbor.

- A - Lower Warnow River
- B - Haedje harbor
- C - Coal wharf
- D - Gravel harbor (Kieshafen)
- E - Eschenufer
- F - Eschenbruecke
- G - Kabutzenhof quay
- H - Fishermen's quay
- I - Ore quay
- J - Christinenharbor with various light wooden landing stages
- K - Schnickmanns-Bridge
- L - Schnickmanns Quay
- M - Lagertor Quay
- N - Moenchentor Quay
- O - Elevator (silo) site
- O<sub>1</sub> - West quay
- O<sub>2</sub> - Transverse quay
- O<sub>3</sub> - East quay
- 1 - Stevedoring building
- 2 - Warehouse
- 3 - Store house No 13
- 4 - " " No 12
- 5 - " " No 11
- 6 - " " No 10
- 7 - " " No 9
- 8 - Roofed store yard No 1
- 9 - " " " No 2
- 10 - " " " No 3
- 11 - Store house No 6

Enclosed storehouses (except for Nos 8, 9 and 10). For details, see numerical table No 2.

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|--|---|---|
| 12 - Storehouse No 5                       | } | Enclosed storehouses (except for Nos 2, 9 and 10). For details, see numerical table No 2. |
| 13 - " " No 4                              |   |   |
| 14 - " " No 3                              |   |   |
| 15 - " " No 2                              |   |   |
| 16 - " " No 1                              |   |   |
| 17 - Derrick crane                         | } | For details, see numerical table No 5.  |
| 18 - Full portal crane                     |   |   |
| 19 - Portal crane                          |   |   |
| 20 - 6-ton loading bridge                  |   |   |
| 20a - 6-ton " "                            |   |   |
| 20b - 10-ton " "                           |   |   |
| 21 - Loading bridge with luffing crane     |   |   |
| 22 - " " " " "                             |   |   |
| 23 - Hammerhead crane                      |   |   |
| 24 - 5-ton loading bridge                  |   |   |
| 25 - 4-ton full portal crane               | } | For details, see numerical table No 4.  |
| 26 - 4-ton portal luffing crane            |   |   |
| 27 - Elevators No 1 (silo)                 |   |   |
| 28 - " No 2                                |   |   |
| 29 - " No 3                                |   |   |
| 30 - " No 4                                | } | For details see numerical table No 3.   |
| 31 - " No 5                                |   |   |
| 32 - Harbor fence with watchtowers         |   |   |
| 33 - Watchtower                            |   |   |
| 34 - Main entrance to port with guard room |   |   |
| 35 - Storage place No 35                   | } | For details see numerical table No 3.   |
| 36 - " " No 34                             |   |   |
| 37 - " " No 32                             |   |   |
| 38 - " " No 31                             |   |   |
| 39 - " " No 26                             |   |   |
| 40 - " " No 25                             | } |   |

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41 - Storage place No 24 )  
 42 - " " No 16 )  
 43 - " " No 15 )  
 44 - " " No 14 )  
 45 - " " No 12 )  
 46 - " " No 11 )  
 47 - " " No 7 )  
 48 - " " No 6 )  
 49 - " " No 5 )  
 50 - " " No 4 )  
 51 - " " No 2 )  
 52 - " " No 1 )

For details see numerical table No 3

53 - Eschenbruecke

54 - Shed

55 - Personnel's room

56 - Office room

57 - Personnel's room and office

58 - Harbor fire service with berth for fire float under floating shed

59 - Harbor Master's office and pilot station

60 - Police station

61 - First-aid station

62 - Weighing machine

63 - Mess room (low wooden building)

64 - Kitchen

65 - Personnel's room

66 - Garage and workshop for motor carts

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Legend to Marienehe/Rostock.

This sketch is not to scale and only represents a rough layout of the plants.

A. The Rostock Fishing Combine

- 1 Ice-making plant
- 2 Provisions store
- 3 Workshop
- 4 Fish curing plant (140 x 30 m)
- 5 Harbor basin of 140 x 200 meters surface, 6 to 6.5 meters deep
- 6 5-ton traveling quay crane
- 7 Administration building
- 8 Office
- 9 Fish storage hall
- 10 Ice-making plant (daily output: 50 tons)
- 11 Fish-meal plant
- 12 Cold storage house
- 13 Kitchen
- 14 Marienehe railroad station
- 15 Combine school
- 16 Fish processing plant

B. The Rostock/Bramow oil tank depot.

- 17 - 5 vertical oil tanks
- 18 - 1 horizontal oil tank
- 19 - Dwelling and administration buildings
- 20 - Low flat-roofed brick buildings (unidentified)
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Pictures to Rostock Harbor.

Picture No 1: View from Gehlsdorf ferry looking southeast

- 1 - Elevator (silo) No 3
- 2 - " No 2
- 3 - " No 1
- 4 - Storehouse No 1 at Moenchentor Quay
- 5 - St. Peter's church
- 6 - Storehouse No 2 at Moenchentor Quay
- 7 - Loading bridge (crane No 2) at Schnickmanns Quay
- 8 - Nikolai Church
- 9 - St. Mary's Church

Picture No 2: View from the Gehlsdorf yacht-club buildings looking southeast (picture taken in 1940).

- 7 - Loading bridge (crane No 2) at Schnickmanns Quay
- 9 - St. Mary's Church
- 10 - Monastery Church
- 11 - Coal wharf

Picture No 3: View from Moenchentor Quay looking at elevator site (taken in 1940)

- 1 - Elevator No 3
- 12 - Houses in Rostock - Bartelsdorf
- 13 - Elevator No 4
- 14 - " No 5

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Picture No 4: View from the north bank of the Marienehe fishing harbor up the Warnow River (The two drifters "BERLIN" and "WELTJUGENDTREFFEN" of the fishing combine are berthed foreground).

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- 9 - St. Mary's Church
- 10 - Without spire
- 15 - Shipyard Gehlsdorf
- 16 - Town district Rostock-Gehlsdorf
- 17 - Roman Catholic Church
- 18 - Smokestack of Neptun Yard

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- 19 - Power station Rostock-Bramow
- 20 - New tank depot with six tanks near Marienhe
- 21 - Southern quay of fishing harbor

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Numerical Table No 1: Quays and Berths in Rostock Harbor.

Designation of river section	Berths			Built in	Material and type of construction	Height of quay apron above water level	Remarks
	Total	Length m	Depth m				
1	2	3	4	5	6	7	8
River bank section from western border of harbor to Kabutzenhof Quay	-	-	1.0	1949	Wooden sheet piling with concrete slope	-	
Kabutzenhof Quay	-	141.7	1.5 - 3.0	1929	Concrete wharf with iron sheet fastening at the rear	1.2	
South bank of Kiezhafen	-	21.6	1.5	1950	Wooden piling fastened at the rear and fitted with a concrete slope	-	
East bank of Kiezhafen and adjoining quay section	-	63.7	3.0	1952	Larsen steel sheet piling, profile No III	1.2	
Eschenauer	1	85	5.7	1948	Wooden wharf with backwall of concrete slabs	2.0	Three dolphins in front
Eschenbrücke	2	85	6.8				Four dolphins in front
	3	90	6.5	1948/1949	wooden landing stage	2.0	
Fischhallen Quay (Fish Hall Wharf)	4	105	6.7				
	5	105	5.7 - 6.1	1919/1920	Quay wall resting on a pile frame	2.0	
Between the Fischhallenkaai and the Haedje-Hafen sheet piling	-	208	1.0	1912	Fascine system with bolder embankment	-	
South bank of Haedje harbor	-	160	2.5	1951	Wooden sheet piling with fastening at the rear and concrete embankment	-	

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1	2	3	4	5	6	7	8
East bank of Kaedje harbor	-	31	-		Bolder embankment	-	
Townside coaling wharf	6	105	3.4	1913	Iron edged concrete quay fastened at the rear	2.0	
	7	105	4.0				
Transverse coaling wharf	8	60	6.2	1913	ditto	2.0	
Waterside coaling wharf	9	100	6.1	1912	Steel sheet piling, Krupp-type X-profile	2.0	
	10	100	6.3				
	11	100	6.4				
Old quay	12	100	6.4				
	13	100	6.7	1912	" "	2.0	
East side of Christinenhafen	-	66.5	-		Bolder embankment	-	
Southside of Christinenhafen	-	129.5	1.0	about 1912	Plain wooden wharf with a concrete back wall	0.00	
Quay section west of Schmickmanns Quay	-	13	1.0	1904	River bank wall resting on pile frame	2.0	
Western section of Schmickmanns Quay	14	100	6.6	1904	" "	2.0	
Eastern section of Schmickmanns Quay	15	30	6.8	1936	Larsen-type steel sheet piling, profile No III	2.0	
Lagerter Quay	16	75	6.2	1885/	Wooden wharf	2.0	
	17	60	6.6	1945			
	18	65	6.6				
Donchendor- Quay	19	90	6.7	1942	River embankment resting on pile frame	2.0	

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1	2	3	4	5	6	7	8
West quay of elevator (silo)	20 21	100 60	6.5 6.6	1890	River embankment resting on pile frame	2.0	
Transverse quay and easter quay of elevator site (41 meters)	22	110	6.5	1885/ 1929	Iron-edged concrete wharves fastened at the rear	2.0	
East quay of elevator site	23 24	120 80	5.7 5.8	1938	River embankment wall resting on pile frame	2.0	

Total length of the 24 berths: 2,180 meters;  
Total length of harbor embankment 3,125 (note - The total length of the harbor embankment does not agree with the grand total of vertical column No 3).

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Numerical table No 2: Data on Berths.A. Key Berths

Preliminary remarks: Column 1 indicates the quay's name  
 Column 2 indicates the length and the depth of water alongside the respective quays  
 Column 4 indicates the permissible load; in case of changing load capacity the length precedes the inclined stroke  
 Columns 6, 8 and 10 give the numbers of cranes according to the numerical table  
 Columns 12 and 13 for details, see numerical table No 2

Berths alongside	Length/Depth alongside in meters	Total Length m	Permissible load t/m <sup>2</sup>	Portal Cranes Total Numbers	Marked Numbers	Loading bridges Total Numbers	Marked Numbers	Other cranes Total Numbers	Marked Numbers	Intended for	Storage Areas Roofed m <sup>2</sup>	Open-air m <sup>2</sup>
1	2	3	4	5	6	7	8	9	10	11	12	13
Eschenauer	85/5.2; 85/6.8	170	1.0	-	-	-	-	-	-	Mixed and mass cargo	408	3,205
Eschenbruecke	90/6.5	90	3.0	-	-	2	8 + 9	-	-	" "	2,491	2,655
Fischhallen Kai (Fish hall quay)	105/6.7; 105/6.1	210	2.0	-	-	-	-	-	-	bulk cargo	4,630	890
Coaling wharf	105/3.4; 105/4.1 60/6.2; 100/6.1 100/6.3; 100/6.4	570	1.0	-	-	1	6	-	-	shoot goods	-	9,500
Ore quay Ers Quay	100/6.8; 100/6.7	200	100/1.0 100/3.0	2	11 + 7	-	-	1	13	Mixed and mass cargo	-	2,575
Schneidemann Quay	100/6.2; 80/6.6	180	3.0	1	3	1	2	1	1	Mixed cargo and mass goods; in land section only mass goods	707	1,710
Lagerort Quay	80/6.2; 120/6.6	200	1.0	-	-	-	-	-	-	Mass goods, berthage only 120 meters long	1,283	925

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1	2	3	4	5	6	7	8	9	10	11	12	13
Loenchenor Quay	90/6.7	90	2.0	2	4	-	-	-	-	Fixed and mass cargo	31	1.170

## B. List of Berths.

Preliminary remarks: Column 1 indicates the quay stretches. The west quay is the continuation of the Loenchenor Quay.  
 Column 2 gives the length of the berth and the respective depths of water.  
 Column 4 gives the permissible load; in cases of different permissible loads the length is placed before the stroke.  
 Column 7 gives the total storage capacity of the elevator (silo) nearest to the berth.  
 Column 8 gives the name of the elevator.

Berths alongside	Length/Depth alongside in meters	Total length in meters	Permissible load in t/m <sup>2</sup>	Suction plants Total number	Output in tons per hour	Storage capacity of the respective elevator in tons	Elevator No	Remarks
1	2	3	4	5	6	7	8	9
West Quay	80/6.5; 80/6.6	160	80/2.0 80/1.0	1 1	18 25	4,000 5,500	1 2	
Transverse Quay	110/6.5	110	1.0	1	12	8,000	3	
East Quay	120/5.7; 80/5.8	200	3.0	1	22	4,000	4 5	Only berth with no open track

Total length of berths alongside quays: 1,710 m ) total 2,180 meters  
 Total length of berths in the elevator area: 470 m  
 Including 8,850 square meters of covered and 22,755 square meters of open-air storage space, plus 21,500 tons of elevator capacity.

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Annex 7

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Numerical table No 3: Enclosed storage spaces in Vostock Harbor.

Designation	On which quay	Built in	Type of construction	Intended for	Useful surface in m <sup>2</sup>	Volume in cubic meters (m <sup>3</sup> )	Permissible load in t/m <sup>2</sup>	Additional remarks
1	2	3	4	5	6	7	8	9
Stevedoring Building	Schönaufer	1951	massive brick building	mixed cargo and mass goods	408	1.723	4.0	including a rest room for personnel
Warehouse	Beckenbrücke	1949/ 1950	walled steel concrete framework building	" "	1.761	9.350	first floor 6 second floor 2	fitted with 2 ramps one each on the waterside and the landward side
Storehouse No 13	"	1942	framed building with pumice concrete slabs	" "	277	1.191	4.0	
Storehouse No 12	"	1942	" "	" "	433	2.035	4.0	
Storehouse No 11	Fish Hall quay	1946	walled frame construction	" "	911	4.156	3.0	office annex <sup>at</sup> west end
Storehouse No 10	"	1940	" " "	" "	974	4.603	3.0	
Storehouse No 9	"	1920	walled iron framework	" "	897	2.870	3.0	
Roofed shed No 1	south of storehouse No 11	1951	wooden building	" "	607	2.495	limited	
Roofed shed No 2	south of storehouse No 10	1951	"	" "	834	3.420	"	
Roofed shed No 3	south of storehouse No 9	1951	"	" "	607	2.495	"	
Storehouse No 6	Schlickmanns Quay	about 1900	framework with wooden boards	" "	707	3.602	1.5	
Storehouse No 5	"	1944/ 1945	massive brick building	" "	206	1.022	2.5	

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1	2	3	4	5	6	7	8	9
Storehouse No 4	Lagerter Quay	1944	massive brick building	mixed cargo and mass goods	527	1,676	2.5	office and rest room for personnel at east end
Storehouse No 3	"	1945	wooden hut	mass goods	317	735	0.5	
Storehouse No 2	Koenchenier Quay	about 1910	walled framework	mixed cargo and mass goods	131	459	1.5	tools store and office at west end, transformer at east end
Storehouse No 1	Lagerter Quay	1930	framework with boards	mass goods	151	561	1.0	just on quay edge

The total surface of the enclosed storage spaces covers 9,350 square meters ( $m^2$ ), and its volume is 42,129 cubic meters ( $m^3$ )

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Annex D

Numerical table No 4: Open-air Storage Places in Rostock Harbor.

Designation	At which quay	Kind of surface	Area in $m^2$	Intended for	Permissible load in $t/m^2$	Remarks
1	2	3	4	5	6	7
Eschenbruecke	Eschenbruecke	timber bridge installation built in 1949	875	mixed cargo and mass goods	3.0	
Storage place No 1	"	paved	965	"	3.0	
Storage place No 2	west of storehouse	"	150	"	unlimited	located west of storehouse
Storage place No 4	Eschenbruecke	"	130	"	"	between storehouse and storage place No 13
Storage place No 5	"	"	485	"	"	
Storage place No 6	Fish hall quay	"	200	"	"	in front of roofed storage place No 1
Storage place No 7	"	"	616	"	"	in front of and near roofed storage places Nos 2 and 3
Storage place No 11	Coal wharf	unpaved	6.530	briquettes	"	
Storage place No 12	"	"	3.050	"	"	
Storage place No 14	Ore quay	paved	2.640	mixed cargo and mass goods	"	
Storage place No 15	"	"	185	"	"	
Storage place No 16	"	"	750	"	"	
Storage place No 24	Schnickmanns Quay	"	190	"	"	
Storage place No 25	"	"	630	"	"	
Storage place No 26	"	"	890	"	"	
Storage place No 31	Loonchendor Quay	"	290	"	"	
Storage place No 32	Lagerter Quay	"	150	"	1.0	
Storage place No 34	Loonchendor Quay	"	820	"	unlimited	east of storage area No 1
Storage place No 35	"	"	350	"	"	

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Annex 9

Numerical table No 5: Elevators in Rostock Harbor.

Elevator (Silo) No	Built in	Type of design	Intended for	Capacity in m <sup>3</sup>	Means of Conveyance Total number	Type	Output in t/h
1	2	3	4	5	6	7	8
1	1939/1940	brick-lined steel concrete frame work	grain and legumes	40.000	1 1 1	suction system conveyor belt	18  7
2	1935	"	"	5.500	1	)	25
3	1939/1940	"	oil seeds	4.000	1	) suction	12
4	1938	"	grain and legumes	4.000	1	) system	22
5	1939	"	"	4.000	1	)	20

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Table No. 3: Crane Installations in Rostock Harbor.

Crane Type No	Crane Type	Built in	Built by	Site	Fixed or mobile	Crane tracks length in m	Radius from pivot in m	length from edge of quay in m	lifting power in t/m (radius be- hind stroke)	Drive	Kind of current voltage	Current feed by	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Hammerhead crane	1909	Domag, Duisburg	Schnickmanns Kai	fixed in separate place	-	-	7.5- 9.2	4.9 - 6.6	25/7.5; 18/9.2	electric	d.c. 440 V cable	
2	loading bridge	1928	Schaeck & Biele, Essen/Siegen	"	mobile	78.5	32.0	15	14	5	"	rotary 220/380 V	rubber sheathed cable with reel
3	full portal crane	1928 (?)	Figeo, Harlem	"	"	58.1	6.2	13	10	4	"	d.c. 600 V	rubber sheathed cable
4	full portal luffing crane	1939	"	Moenchentor- Kai	"	89.0	8.85	13.5 - 25	7.5 - 19	3/13.5; 1.5/25	"	"	"
5	full portal crane	1920	"	"	"	89.0	8.85	13	7	3	"	"	"
6*	Loading bridges	1921	Pohlig, Koeln	Kohlenkai (coal quay)	"	252.0	47.5	14	15.5	6	"	rotary 220/380 V	"
7	full portal crane	1913	Nagel & Kamp, Hamburg	Ore quay	"	90	9.1	13		5	"	d.c. 440 V	"
8	loading bridge with sawing luffing crane	1950/ 1951	Abus, Eberswalde	Eschenbruecke	"	96.3	13.8	12.5 - 20		3/20; 6/12.5	"	rotary 220/380 V	rubber sheathed cable with reel
9	"	1950	"	"	"	96.3	13.8	12.5 - 20		3/20; 6/12.5	"	"	"

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Annex 10

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1	2	3	4	5	6	7	8	9	10	11	12	13	14
11	full portel luffing crane	1930	Hammagel, Hamburg	One group	mobile	90.0	9.1	8.3 - 19.3		2.5/8.3; 7/19.3	electric	d.c. 500 V	rubber sheathed cable
12	Derrick crane	1942	Wiley	"	fixed in separate place			11.6 - 17.4		30/11.6; 15/17.4	"	rotary 220/380 V	underground cable

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Annex 11

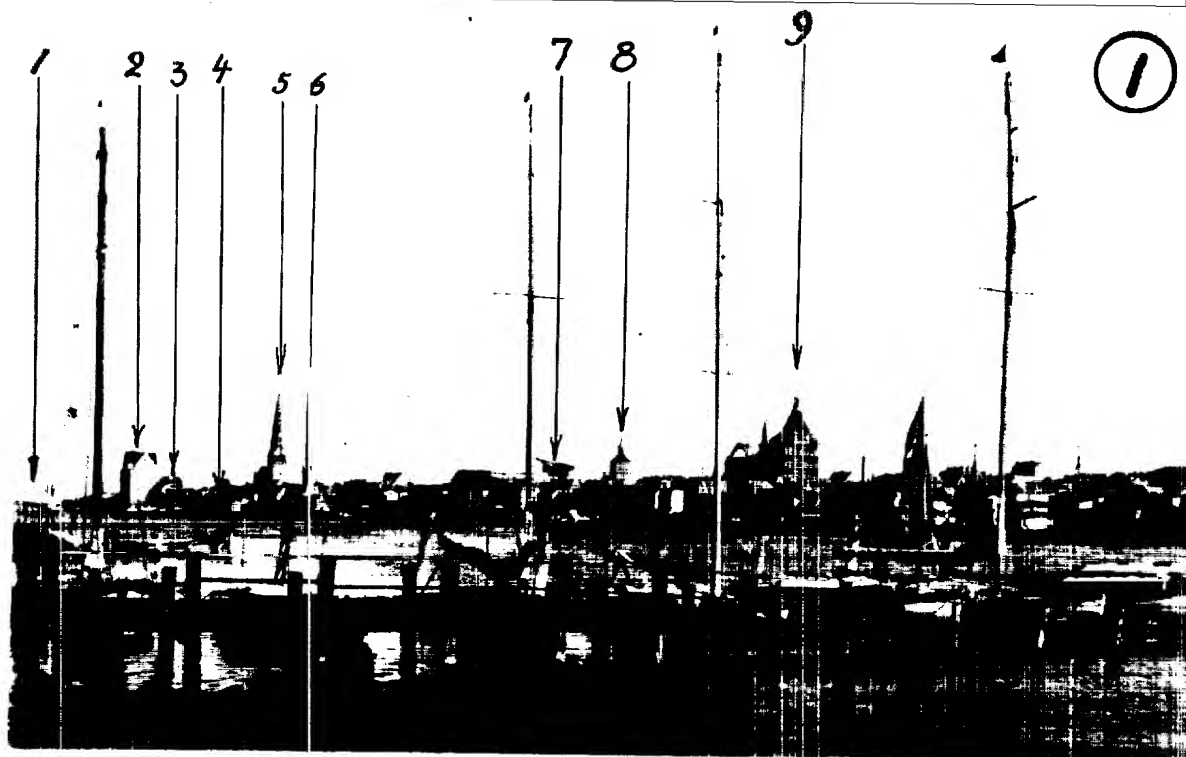
Numerical table No 7: Mobile Conveyor Belts.

Serial No	Total Number	Length	Make	Location	Drive Kind	Power in HP	Width in mm	Output in t/h
1	2	3	4	5	6	7	8	9
1	4	20	Bleichert	coal quay	IC engine	3.5	500	7
2	3	15	Peniger	"	"	3.5	500	7
3	7	15	Mackensen	ore quay	electric	3.5	500	7
4	9	10	Mackensen	coal quay Haedgs-harbor	motor "		500	7

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GERMANY MECKLENBURG-VORPOMMERN ROSTOCK 54 05 N 12 08 E  
HARBOR. 1-3. SILOS. 4,6. STOREHOUSES AT MOENCHENTOR QUAY.  
5. ST. PETER'S CHURCH. 7. LOADING CRANE AT SCHNICKMANN'S  
QUAY. 8. NIKOLAI CHURCH. 9. ST. MARY'S CHURCH.

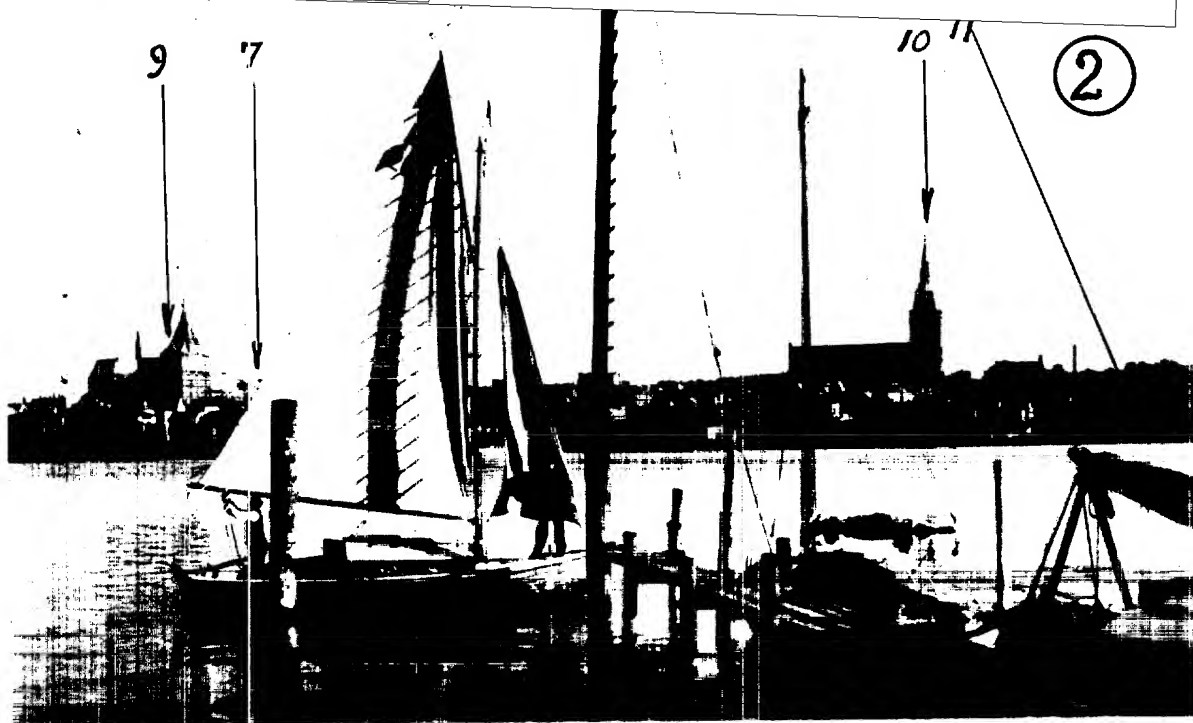
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GERMANY Approved For Release 2009/08/06 : CIA-RDP83-00418R000700070001-2  
HARBOR. 7. LOADING CRANE AT SCHNICKMANN'S QUAY.  
9. ST. MARY'S CHURCH. 10. MONASTERY CHURCH. 11. COAL WHARF.

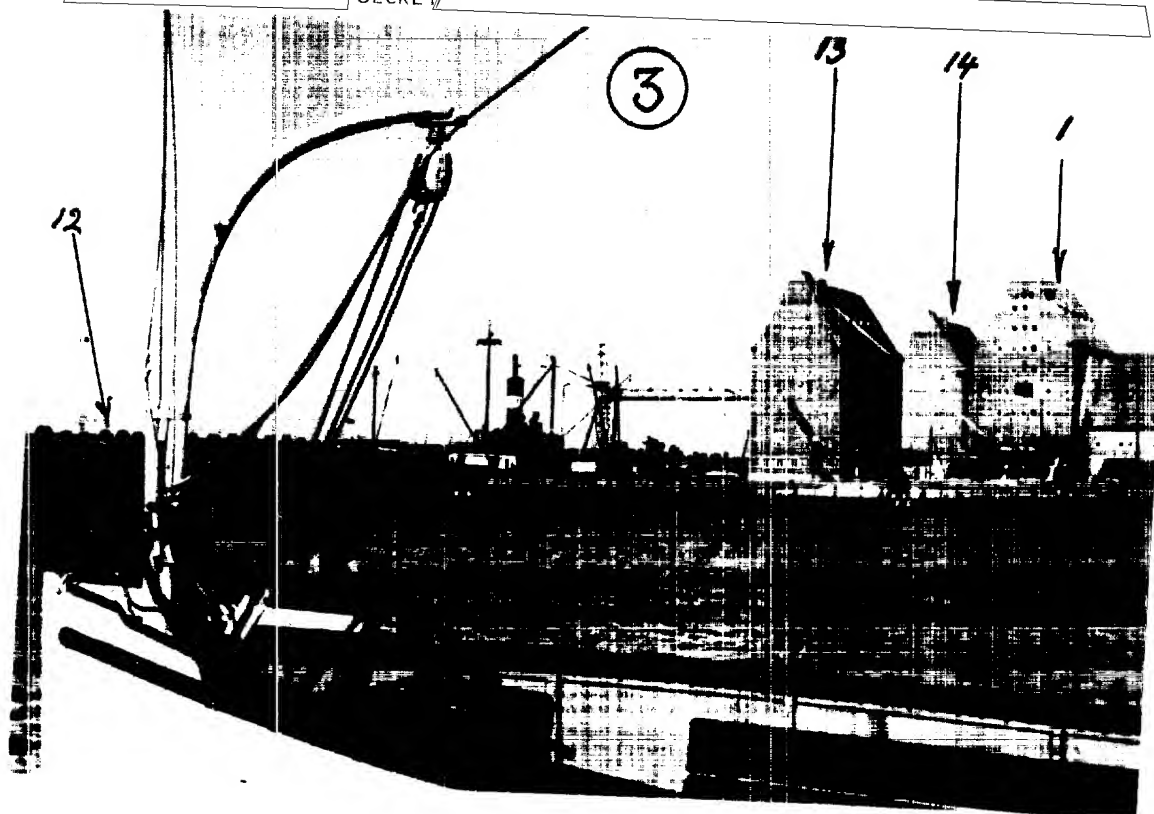
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HARBOR. 1. SILO. 12. BARTELSDOFF RESIDENTIAL AREA. 13-14. SILO.

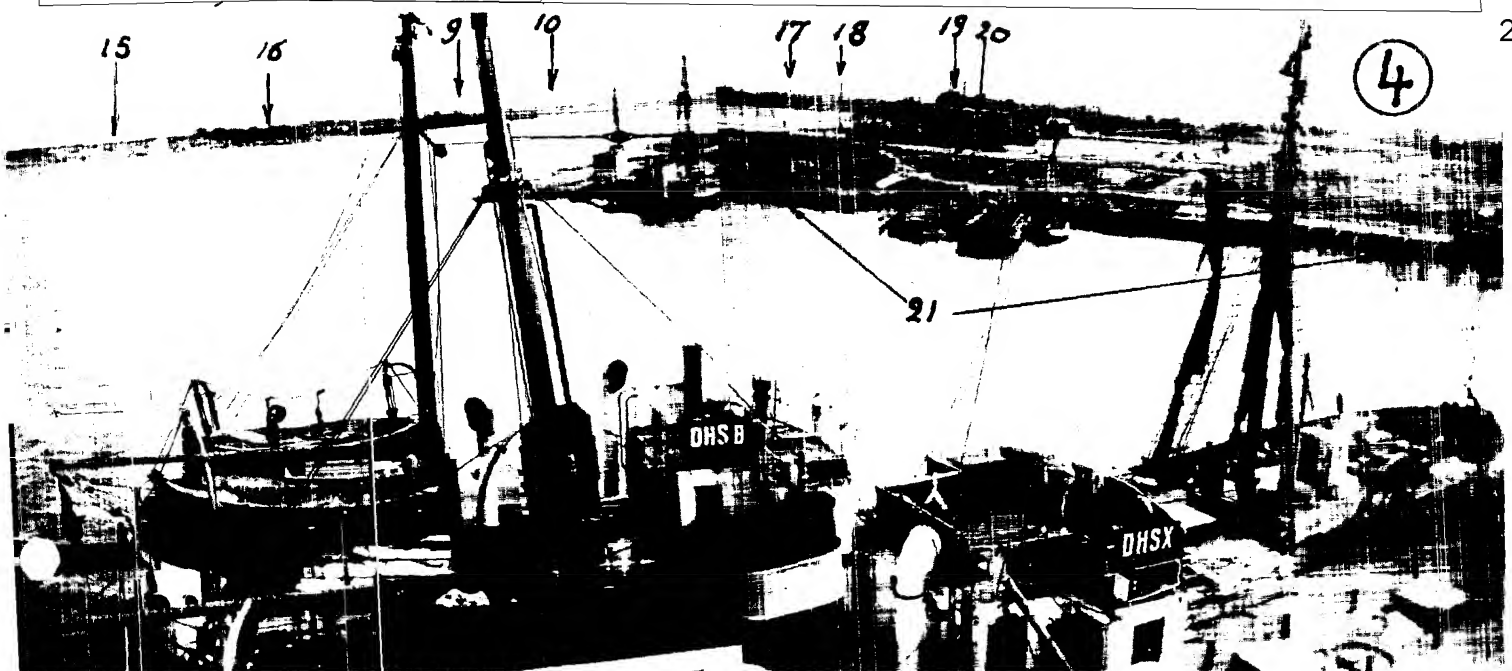
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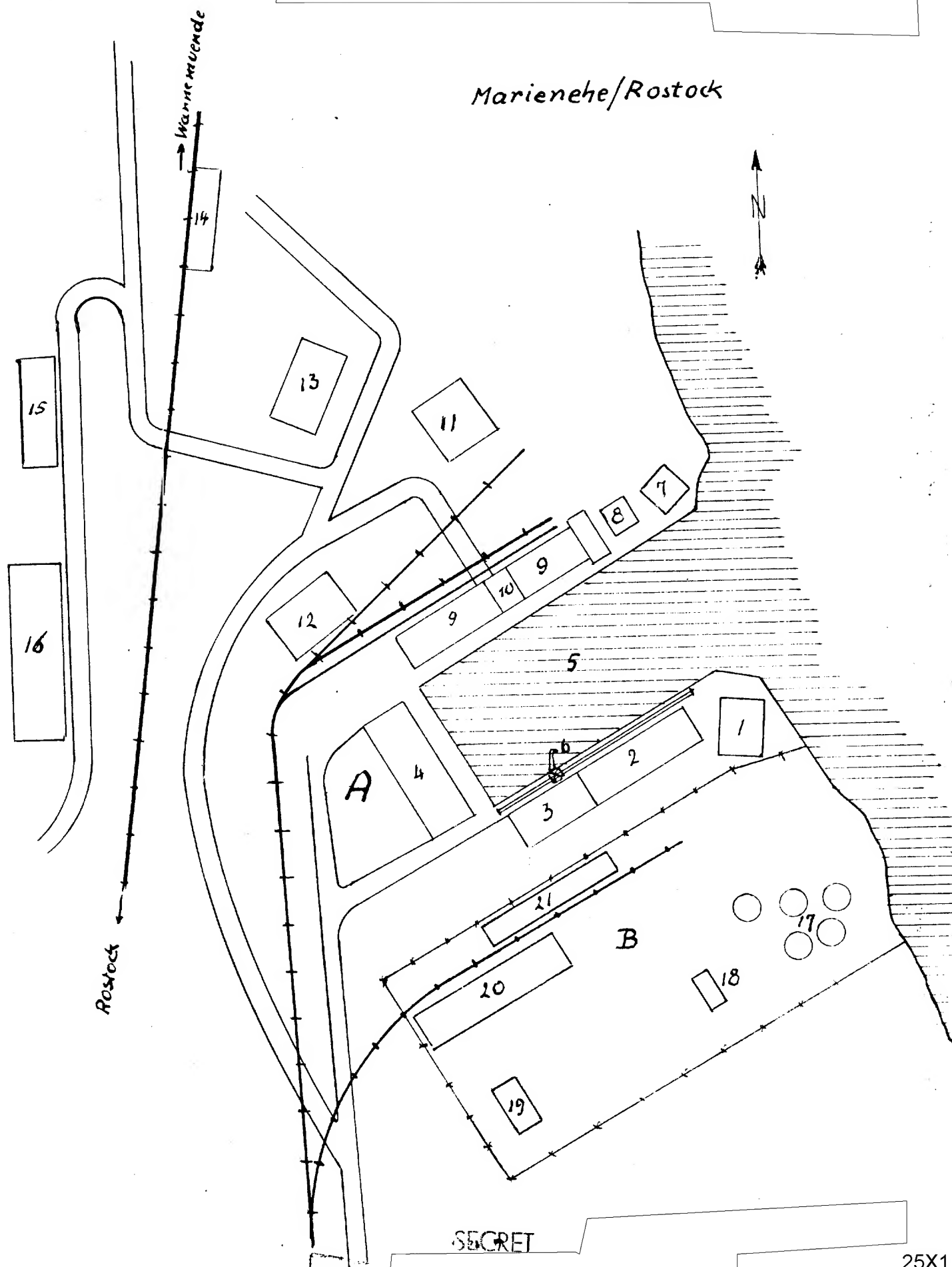
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GERMANY MECKLENBURG-VORPOMMERN ROSTOCK 54 05 N 12 08 E  
HARBOR. 9,10,17. CHURCHES. 15. GEHLSDORF SHIPYARD. 16. GEHLSDORF TOWN AREA.  
18. NEPTUN YARD SMOKESTACK. 19. BRAMOW POWER STATION. 20. TANK DEPOT NEAR  
MARIENEHE. 21. SOUTHERN QUAY OF FISHING HARBOR.

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Annex 3

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